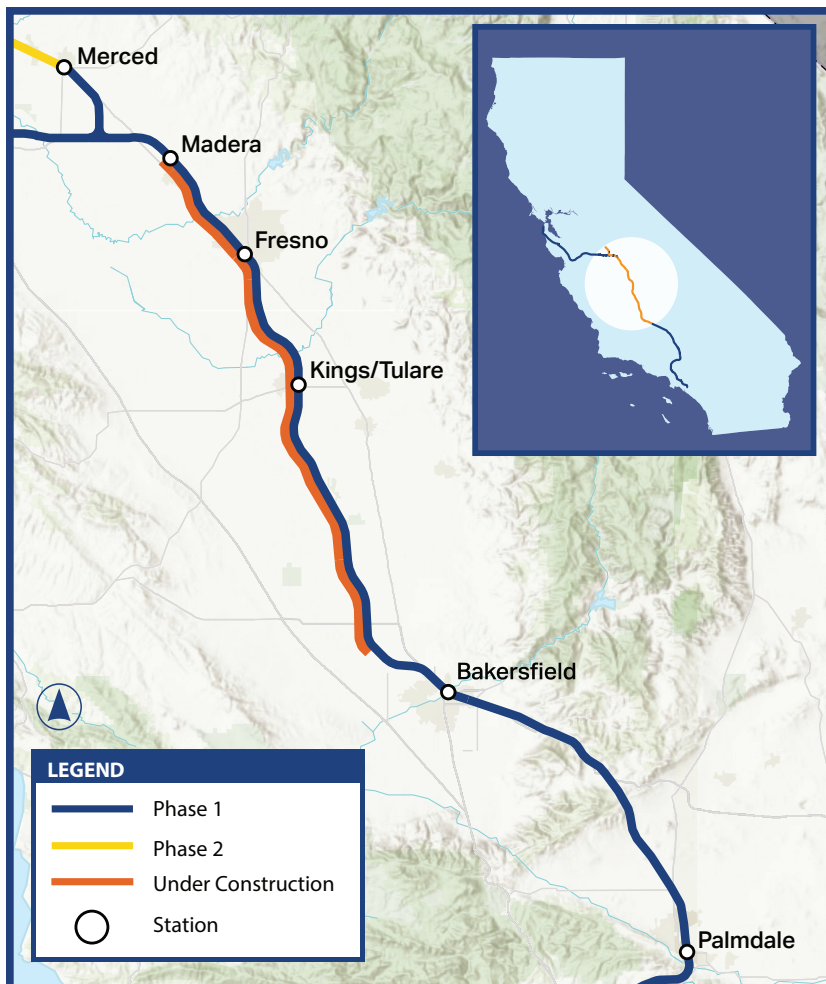


Construction Progress

The 119-mile Central Valley segment of the California High-Speed Rail system is currently under construction. Workers are building overpasses, underpasses, viaducts, bridges, track realignments, and more. The guideway for this entire section is grade-separated.



These structures use girders and slabs made locally in Hanford for this section of the project. The girder facility will ultimately make more than 2,300 girders of various dimensions, and more than half a million concrete deck panels for 36 structures in Fresno, Kings, and Tulare counties.



(Top to bottom): American Avenue Overpass, Tulare Street Underpass, Hanford Viaduct, State Route 99 Realignment

Economic Impact

Starting with just a few employees over a decade ago, the project has significantly grown to create more than 16,000 jobs in the Central Valley alone. Up to 1,700 workers report to high-speed rail construction sites along the 119-mile segment each day. With an investment of \$13 billion, the project has generated \$22 billion in economic output, benefiting communities throughout California and across the country.

Environmental Impact

The California High-Speed Rail Authority works to ensure its construction will not pollute the already burdened environment of the Central Valley. Our construction process adopts a net-zero approach to reduce air emissions and greenhouse gases, offsetting construction fleet emissions. We divert 95 percent of waste through recycling, reuse, and composting of non-hazardous materials. You can learn more by reading our latest Sustainability Report: <https://hsr.ca.gov/programs/green-practices-sustainability/sustainability-report/>



In January 2025, the Authority broke ground on its Kern County railhead. The Authority will build temporary freight tracks at this site and connect them to the current BNSF tracks for the delivery of equipment and materials needed to build the new high-speed rail track.



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